

Fact Sheet

This fact sheet provides a brief summary of the Bear Creek Parkway Extension project and describes the project location, proposed action, alternatives, project contacts, permits required, and schedule. The Bear Creek Parkway Extension Supplemental Environmental Impact Statement (SEIS) supplements information contained in the 1995 *City of Redmond Comprehensive Plan Environmental Impact Statement* and is prepared in accordance with the Washington State Environmental Policy Act (SEPA), Chapter 197-11 WAC.

The SEIS consists of two documents: the Draft SEIS released in March 2004 (*Bear Creek Parkway Extension Draft Supplemental Environmental Impact Statement*, City of Redmond, March 2004), and this Final SEIS released in October 2004. The Final SEIS is an addendum to the Draft SEIS and incorporates all information presented in the Draft SEIS.

Name of Proposal

Bear Creek Parkway Extension

Lead Agency

City of Redmond

Project Location

The proposed project is within the City of Redmond. It is located roughly between the existing Bear Creek Parkway and Redmond Way, and between W. Lake Sammamish Parkway and Leary Way (see Figure 1.1).

Proposed Action and Alternatives

The City of Redmond is proposing to construct an extension of Bear Creek Parkway between Leary Way and Redmond Way, as shown in the *City of Redmond Comprehensive Plan* (RCP). The Draft SEIS considered four build alternatives (Alternatives 1, 2, 3, and 4) and a No Action Alternative.

The Bear Creek Parkway Extension project would construct a new four- to five-lane roadway between the western end of the existing Bear Creek Parkway and Redmond Way (see Figure 1.2). The roadway would consist of a single 11-foot inside driving lane in each direction and a single 12-foot outside driving lane in each direction. A 12-foot left-turn lane would be provided at all intersections. A 13-foot sidewalk/landscaping area is planned for both sides of the roadway. The total section width would be 84 feet, except at intersections where additional turn lanes may add additional width to the roadway. No bicycle lanes are proposed, in accordance with the Bicycle Network Concept. This Concept, developed as part of the *Downtown Transportation Master Plan* (DTMP), includes conversion of the BNSF Railroad corridor to include a multi-use trail to carry most east-west bicycle traffic through Downtown. Sidewalks and crosswalks would accommodate pedestrians at all major intersections. A stormwater drainage system would also be constructed as part of the project. This system would include the addition of new storm drains and wet ponds and a new outfall to the Sammamish River. The alternatives vary primarily in their alignment.

Alternative 1 would provide a new connection beginning at the intersection of Bear Creek Parkway and 164th Avenue NE on the south side of Town Center, and connecting to 159th Place NE at Leary Way. 159th Place NE between Leary Way and Redmond Way would be realigned and reconstructed to provide an additional lane in each direction. Leary Way between 159th Place NE and West Lake Sammamish Parkway would be widened to the south by one lane, to accommodate the new Bear Creek Parkway/Leary Way intersection.

Alternative 2 would provide a new connection beginning at the Bear Creek Parkway/NE 74th Street intersection at the entrance to Town Center. This new roadway would be aligned just northeast of the existing 162nd Avenue NE alignment and would curve around to the west, running parallel to and south of the BNSF Railroad corridor. 159th Place NE would be partially reconstructed to add an additional lane in each direction.

Alternative 3 would provide a new connection beginning at the Bear Creek Parkway/NE 74th Street intersection and would run generally north, crossing the BNSF railroad corridor and Cleveland Street and connecting to Redmond Way at 161st Avenue NE. New intersections would be created at Bear Creek Parkway and Cleveland Street, and a southern leg would be added to the 161st Avenue NE/Redmond Way intersection.

Alternative 4 is a hybrid of Alternatives 2 and 3. It would provide the east-west connection to Redmond Way and the northern connection to 161st Ave. NE.

The No Action Alternative would maintain Bear Creek Parkway's existing configuration.

Preferred Alternative

The Redmond City Council has selected Alternative 4 as the Preferred Alternative for the Bear Creek Parkway Extension. This Alternative was determined to best meet the project's purpose and need. Measures have been identified to mitigate the environmental impacts.

Proposed Date of Implementation

It is anticipated that preliminary design and right-of-way acquisition will proceed after the Redmond City Council's adoption of this SEIS. Final design and construction of the project would occur subsequently, depending on availability of funding. Opportunities for project phasing will be explored during final design and construction.

SEPA Responsible Official

Roberta Lewandowski,
Planning Director
City of Redmond Department of
Planning and Community Development
15670 NE 85th Street
P.O. Box 97010
Redmond, WA 98073-9710

Dave Rhodes, Public Works Director
City of Redmond Department of Public Works
15670 NE 85th Street
P.O. Box 97010
Redmond, WA 98073-9710

Contacts

Kurt Seemann
Project Manager
City of Redmond
Department of Public Works
425.556.2881
kseemann@redmond.gov

Geoffrey Thomas
Senior Environmental Planner
City of Redmond Department of
Planning and Community Development
425.556.2445
gthomas@redmond.gov

Licenses and Permits Required

US Army Corps of Engineers

Section 404 Permit*

Washington Department of Ecology

Section 401 Water Quality Certification*

NPDES Stormwater Permit for Construction

Washington State Department of Fish and Wildlife

Hydraulic Project Approval*

City of Redmond

Shoreline Substantial Development Permit

Clear and Grade Permit

Date of Issue of Draft SEIS

March 31, 2004

Public Information Meeting on Draft SEIS

April 19, 2004

Date of Issue of Final SEIS

October 12, 2004

Nature and Date of Final Action

The final action is the City of Redmond's decision to grant, conditionally grant, or deny permits or licenses for development of the project. This action is expected once design has been completed and prior to construction of the project.

* These permits, if required, will be obtained concurrently through the Joint Aquatic Resource Permit Application (JARPA). Final determination of permit requirements will be made in consultation with the US Army Corps of Engineers.

Type and Timing of Subsequent Environmental Review

It is anticipated that a Section 404 permit from the Army Corps of Engineers will be required for the project. This permit requires compliance with Section 7 of the Endangered Species Act and Section 106 of the National Historic Preservation Act. If required, a Biological Evaluation/Assessment and Section 106 documentation will be prepared during preliminary design of the project. Further environmental review would occur during permit review and approvals.

Survey for tree identification and migratory bird/raptor nests would occur prior to construction.

Location of Background Data

City of Redmond
Department of Planning and Community Development
Redmond City Hall
15670 NE 85th St.
Redmond, WA 98073-9710

Cost

Copies of the Draft and Final SEIS are available for review free of charge at the following location:

City of Redmond
Department of Planning and
Community Development
Redmond City Hall, 1st Floor
15670 NE 85th Street
Redmond, WA 98073-9710

Redmond Regional Library
15990 NE 85th St.
Redmond, WA 98052-3531

Copies may be purchased from the City of Redmond Department of Planning and Community Development for \$50 (Draft SEIS) and \$35 (Final SEIS), including postage and handling.